

SCIP GRANT
#5

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: GREEN TOWNSHIP CODE# 061-31752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 8 / 06

CONTACT: Fred B. Schlimm, Jr. PHONE # (513) 574-8832

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) -598-3097 E-MAIL fschlimm@greentwp.org

PROJECT NAME: Forestview Subdivision Improvements Project

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 450,000.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 900,000.00 FUNDING REQUESTED: \$ 450,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 450,000.00 LOAN ASSISTANCE: \$ _____
SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.
RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

OFFICE OF NEW BURLING
COUNTY ENGINEER
2006 SEP 15 PM 1:40

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$ 900,000.00

Preliminary Design \$. 00
Final Design \$. 00
Bidding \$. 00
Construction Phase \$. 00

Additional Engineering Services \$.00
*Identify services and costs below.

b.) Acquisition Expenses:
Land and/or Right-of-Way

\$.00

c.) Construction Costs:

\$ 900,000.00

d.) Equipment Purchased Directly:

\$.00

e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)

\$.00

f.) Construction Contingencies:

\$.00

g.) TOTAL ESTIMATED COSTS:

\$ 900,000.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u> 450,000.00</u>	50%
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER _____	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u> 450,000.00</u>	50%
d.) OPWC Funds		
1. Grant	\$ <u> 450,000.00</u>	50%
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 450,000.00</u>	50%
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 900,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Forestview Subdivision Improvements Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The five streets to be addresses as part of this project are located in the Monfort Heights area of Green Township, just north of the Cheviot Corporation Limit and Westwood Northern Boulevard. Please see attached map for specific location.

Ridgewood Drive	North Bend Road west to terminus of publicly accepted street section at house number 3526.
Andreas Avenue	Ridgewood Drive to Hader Avenue.
Hader Avenue	North Bend Road west to terminus of publicly accepted street section at house number 3481.
Fearman Avenue	Cheviot Corp. Line north to terminus of publicly accepted street section at house number 4370.
Gailynn Drive	Fearman Avenue to Centurion Drive.

PROJECT ZIP CODE: 45211

B: PROJECT COMPONENTS:

Four of the five streets included in this project are to be completely reconstructed. These are Hader Avenue, Ridgewood Avenue, Andreas Avenue and Gailynn Drive. The fifth street, Fearman Avenue, is to be partially reconstructed.

Reconstruction will consist of the removal of the existing pavement to sub-grade. Undercut and repair sub-grade. Reconstruction of pavement with 10" crushed stone, geo-grid fabric, overlay with 8" asphalt. Type 6 vertical curb will also be installed and all catch basins and other storm inlets to be rebuilt.

Fearman Avenue will be repaired by means of a partial reconstruction consisting of the grinding of existing pavement down to the original concrete pavement. Repair of curb where necessary. Crack and seating of concrete pavement to address any undermined pavement sections and to establish a new road base. Installation of 3-4" of asphalt.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Andreas Avenue	570' in length	20' in width
Fearman Avenue	425' in length	25' in width
Gailynn Drive	2,120' in length	25' in width
Hader Avenue	435' in length	22' in width
Ridgewood Drive	790' in length	20' in width

Fearman & Hader Avenues and Ridgewood Drive are being extended into a new subdivision. The sections of these three streets that lie within the new subdivision have not yet been publicly accepted and thus are not part of this project.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 1100 Year: 2006 Projected ADT: 1500 Year: 2015

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 90,000 .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>11 / 1 / 06</u>	<u>5 / 18 / 07</u>
4.2 Bid Advertisement and Award:	<u>5 / 21 / 07</u>	<u>6 / 23 / 07</u>
4.3 Construction:	<u>7 / 9 / 07</u>	<u>12 / 1 / 07</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER

Kevin T. Celarek

TITLE

Administrator

STREET

6303 Harrison Avenue

CITY/ZIP

Cincinnati, Ohio 45247

PHONE

(513) 574-4848

FAX

(513) 574-6260

E-MAIL

kcelarek@greentwp.org

5.2 CHIEF FINANCIAL

OFFICER

TITLE

STREET

CITY/ZIP

PHONE

FAX

E-MAIL

Thomas Straus

Fiscal Officer

6303 Harrison Avenue

Cincinnati, Ohio 45247

(513) 574-4848

(513) 574-6260

5.3 PROJECT MANAGER

TITLE

STREET

CITY/ZIP

PHONE

FAX

E-MAIL

Fred B. Schlimm, Jr.

6303 Harrison Avenue

Cincinnati, Ohio 45247

(513) 574-8832

(513) 574-3097

fschlimm@greentwp.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

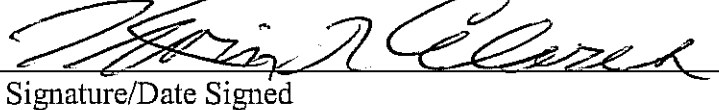
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Kevin T. Celarek, Green Township Administrator

Certifying Representative (Type or Print Name and Title)

 Sept 15, 2006

Signature/Date Signed

Engineer's Estimate

RIDGEWOOD, ANDREAS, HADER, FEHRMAN & GAILYNN RECONSTRUCTION

GREEN TOWNSHIP

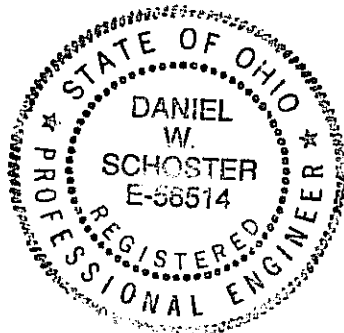
DESCRIPTION	QUANTITY	UNIT	PRICE	COST
Pavement Removed (including curb removal)	9600	SY	\$ 15.00	\$ 144,000.00
Full Depth Repair	500	SY	\$ 42.00	\$ 21,000.00
Mill Existing Pavement	1100	SY	\$ 3.00	\$ 3,300.00
Asphaltic Base	1400	CY	\$ 100.00	\$ 140,000.00
Granular Base	2800	CY	\$ 50.00	\$ 140,000.00
Asphalt Concrete	550	CY	\$ 110.00	\$ 60,500.00
Drive Aprons	1500	SY	\$ 45.00	\$ 67,500.00
12" Storm	1500	LF	\$ 65.00	\$ 97,500.00
Catch Basin, CB-3	14	EA	\$ 2,000.00	\$ 28,000.00
Sidewalk (remove & replace)	3600	SF	\$ 6.00	\$ 21,600.00
Curb, Type 6	6800	LF	\$ 12.00	\$ 81,600.00
Construction Layout	1	LS	\$ 20,000.00	\$ 20,000.00
Seeding & Mulching	3000	SY	\$ 5.00	\$ 15,000.00
Waterline Adjustment	1	LS	\$ 20,000.00	\$ 20,000.00
Underdrain	1	LS	\$ 20,000.00	\$ 20,000.00
Maintain Traffic	1	LS	\$ 20,000.00	\$ 20,000.00
TOTAL ESTIMATED COST				\$ 900,000.00

I hereby certify this to be an accurate estimate of
the proposed project. The useful life of this project
is 20 years.



Daniel W. Schoster, P.E.
JMA Consultants, Inc.

9/7/06
Date



Administration Offices:
6303 Harrison Avenue
Cincinnati, Ohio 45247-7818



(513) 574-4848
Fax: (513) 574-6260
E-mail: admin@greentwp.org
Website: www.greentwp.org

November 28, 2006

STATUS OF FUNDS REPORT

Project: FORESTVIEW SUBDIVISION IMPROVEMENTS PROJECT

This document certifies that the sum of \$450,000.00 is available as the local matching funds for the Forestview Subdivision Improvements Project for which this SCIP application is being filed.

The source of the local match is to be the Green Township T.I.F. Fund. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

A handwritten signature in black ink, appearing to read "T. Straus", is positioned above a horizontal line.

Thomas J. Straus
Green Township Fiscal Officer
Hamilton County, Ohio

Administration Offices:
6303 Harrison Avenue
Cincinnati, Ohio 45247-7818

(513) 574-4848
Fax: (513) 574-6260
E-mail: admin@greentwp.org
Website: www.greentwp.org



Board of Trustees:
Chuck Mitchell, *Chairman*
Tony Upton, *Vice Chairman*
Tracy Winkler, *Trustee*

Fiscal Officer:
Tom Straus

RESOLUTION #06-0911-C

DIRECTING THE DIRECTOR OF PUBLIC SERVICES TO APPLY FOR
FINANCIAL ASSISTANCE IN 2005 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 2006 Ohio Public Works Commission financial assistance through September 15, 2006; and

WHEREAS, the Director of Public Services feels the Forestview Subdivision Improvement Project and the Child's Avenue Improvement Project will qualify for financial assistance; and

WHEREAS, the Director of Public Services prepared the following project construction cost estimates:

<u>PROJECT NAME & STREET INCLUDED</u>	<u>EST. TWP. COST \$</u>	<u>EST. GRANT COST \$</u>	<u>EST. TOTAL COST \$</u>
Forestview Subdivision Improvement Project	\$234,973.00	\$234,972.00	\$469,945.00
Child's Avenue Improvement Project	\$450,000.00	\$450,000.00	\$900,000.00

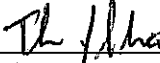
NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Director of Public Services to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of \$ Improvement Project and \$ Improvement Project and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 11th day of September, 2006.

Mrs. Winkler Yes Mr. Upton excused Mr. Mitchell Yes

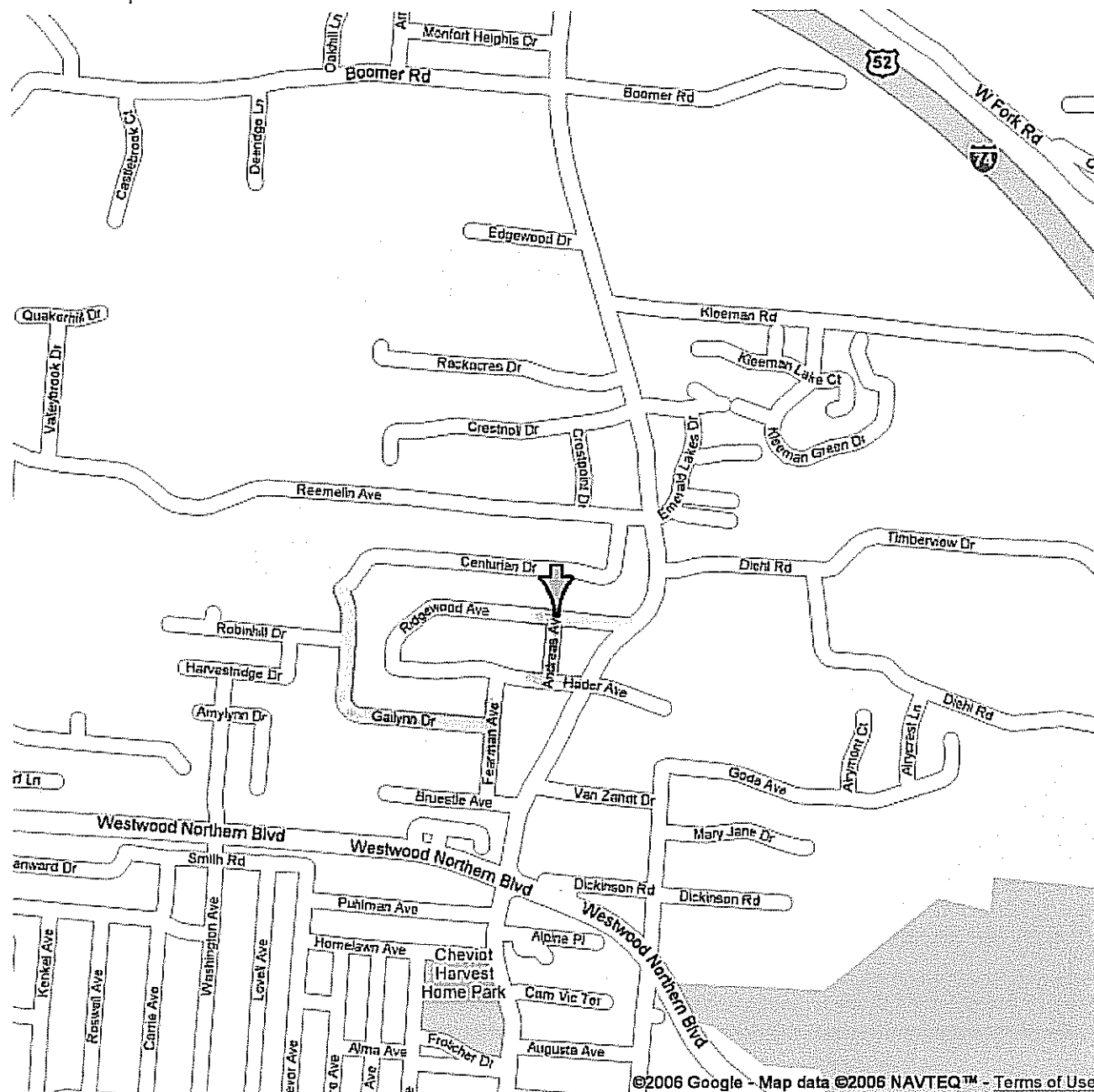
CERTIFICATE OF FISCAL OFFICER

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 11th day of September, 2006.



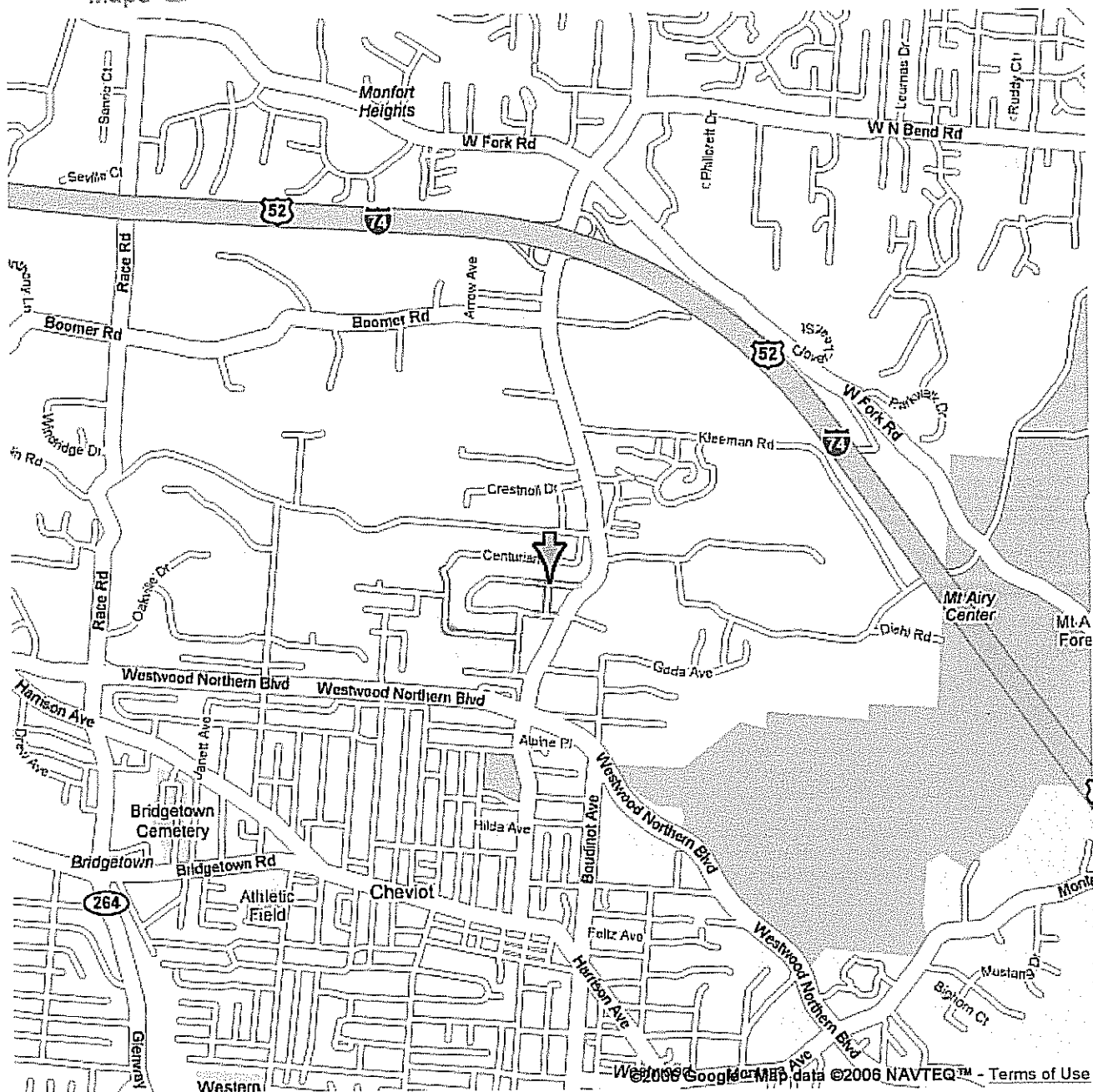
Thomas J. Straus
Green Township Fiscal Officer
Hamilton County, Ohio

Google Maps Address **Andreas Ave**
Cincinnati, OH 45211



©2006 Google - Map data ©2006 NAVTEQ™ - Terms of Use

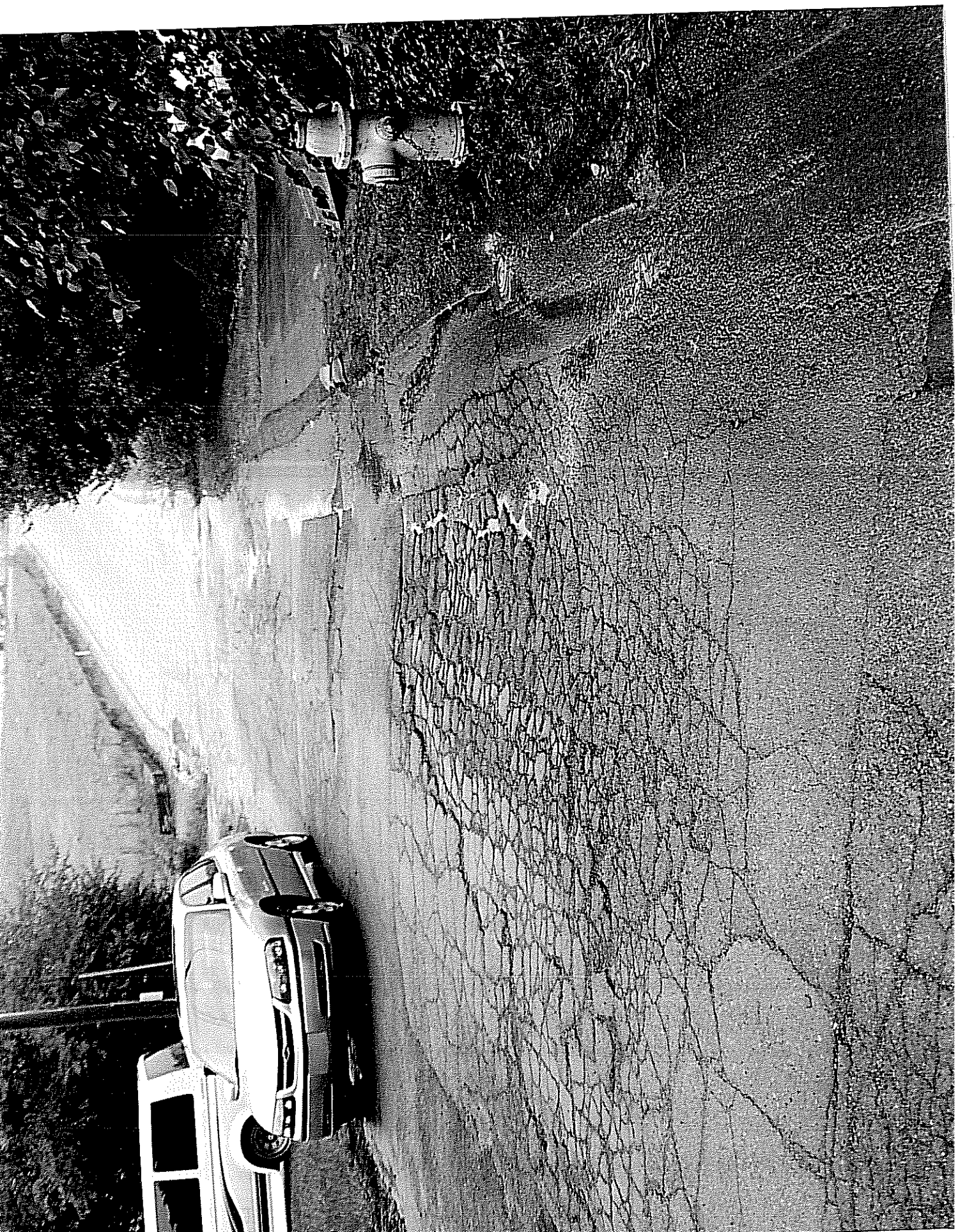
Google Maps Address **Andreas Ave**
Cincinnati, OH 45211





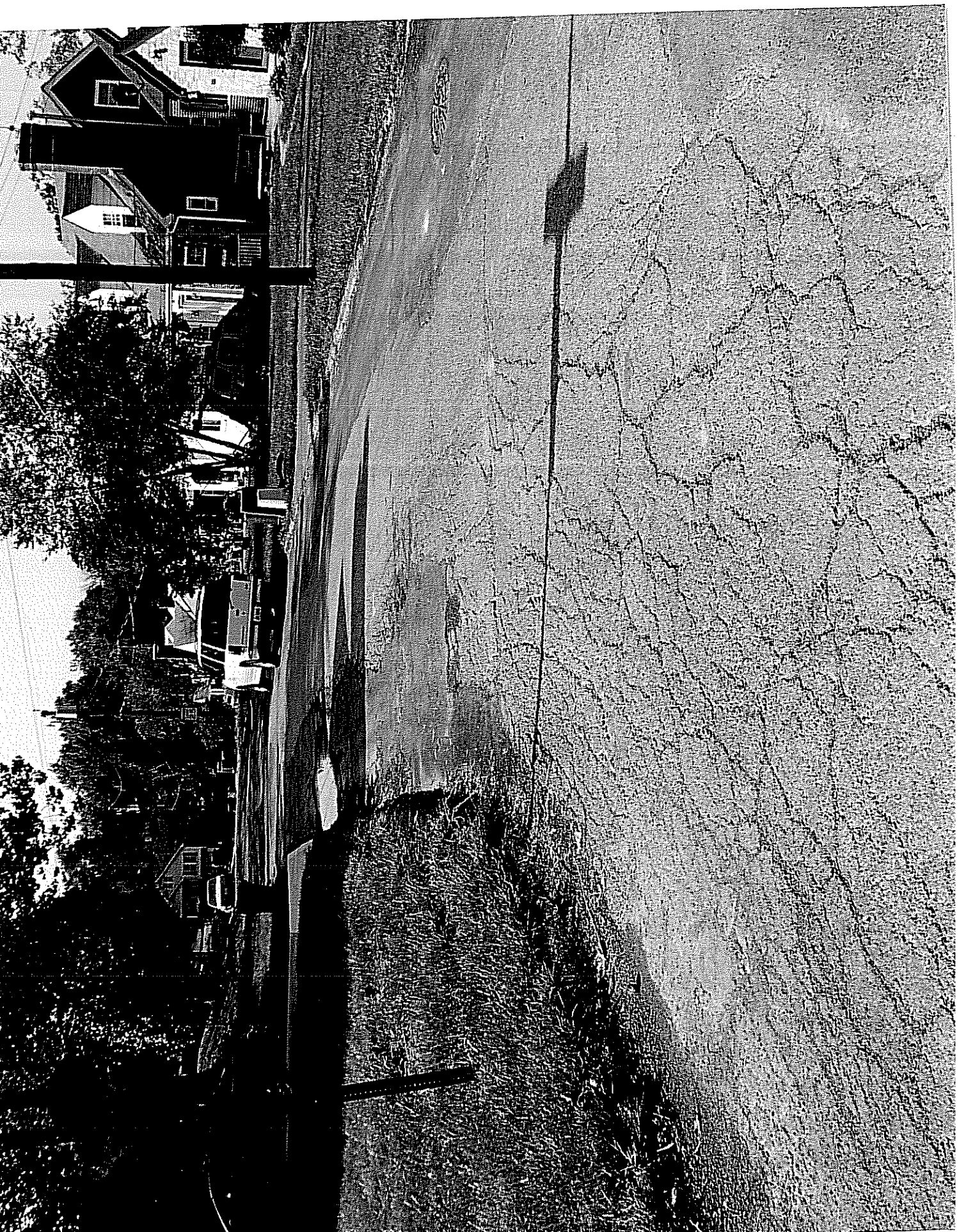
















GREEN TOWNSHIP, OHIO
Public Request/Concern Database



Request Number: 453 Green Township ID 06-0453

Received By: Marilyn Donovan Date: 3/13/2006

Request By: (Name) Jesse Benight

Address1: House Number 3450

Address2: Streetname Ridgewood Dr.

Address3: City Cinti.,

Address4: State OH Address5: Zip Code 452 Phone Number: 481-1971

Request/Concern Type: Catch Basins/Storm Drains Priority: Normal

Location - Streetname:

House Number (if applicable):

Additional Location Information:

Request/Concern Description:

Upon his return from Florida he discovered that MSD was putting in new sewers and was leaving a big mess in the street. He also said there are 2 inlets in front of his house and MSD had broken them and they are clogged up and water is pooling. He did not like the fact that he would have to handle this with MSD and insisted that we should make it right with them, not him.

Responsible Party:

Action Taken Description:

MSD crew informed by Butch and Joe 3/13 began work to remove obstruction immediately

Action Taken By: Joe Lambing/Butch Nanney Date: 3/13/2006

☒ Request investigated and all necessary actions have been completed.

Schlimm, Fred

From: Kotte, Tom
Sent: Thursday, September 14, 2006 8:40 PM
To: Schlimm, Fred
Subject: Road Repairs needed

September 14, 2006

Fred:

Road repairs are desperately needed on the following streets in the central section of Green Township; over the last three months Fire & EMS vehicles responding into the area of Ridgewood, Hader, & Andreas Lane have had to slow down and proceed with extreme caution while trying to respond to request for emergency medical services. While we appreciate the needed upgrades to water and sanitary sewers services these streets were already narrow and crowded now the streets core area have been destroyed this make it an obstacle course to avoid road bumps while continuing to care and treat patients in the patient area of our responding live squads.

While responding to working Basement fire recently on Hader avenue responding fire engines could not access the structure and the first arriving unit had to set-up 45 feet away from the driveway of the structure.

I hope in the near future you may upgrade and repair; Hader, Ridgewood, and Andreas

- 1) Up grade the existing street pavement area.
- 2) Install curbs and street guides so to better define the roadway.
- 3) Insure that adequate curbing is installed so access to existing fire hydrants can be accomplished effectively.

Thanks

Thomas P. Kotte

Assistant Chief Operations

Green Township Fire & EMS

9/15/2006

RIDGEWOOD PLACE DEVELOPMENT, LLC
6117 WEST FORK ROAD
CINCINNATI, OHIO 45238
513-615-0759

September 12, 2006

Green Township Administrative Complex
6303 Harrison Avenue
Cincinnati, Ohio 45237

Attn: Fred Schlimm
Re: Ridgewood Place Development
Hader Avenue and Ridgewood

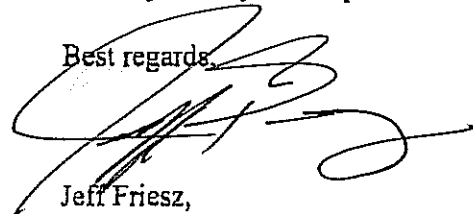
Dear Fred Schlimm:

Ridgewood Development Subdivision has been struggling with lot sales due to the pavement conditions on Hader Avenue and Ridgewood Place. Due to the poor street condition (which is the window to the subdivision) we have only sold one (1) lot in the past nine (9) months. In order for us to sell additional lots in this subdivision these two streets need to be repaved with blacktop and cleaned up. We feel this will entice more people to come into this subdivision and want to purchase a lot and build a home.

We would appreciate anything that you can do expedite and solve this problem with the cosmetic appeal of our subdivision.

Thank you for your cooperation in this matter.

Best regards,



Jeff Friesz,
Member

ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The pavement and curb on Hader and Andreas Avenues and Ridgewood Drive are in failed condition. Recent sanitary sewer installation and water main replacement work resulted in pavement that had been in poor condition now being in failed condition. The asphalt pavement surfaces of Hader and Andreas Avenues were 23 years old when the sewer project started. The asphalt pavement surface of Ridgedale Drive was 14 years old when the sewer project started. The original concrete pavement on these three streets is 80 years old having been installed in 1927.

The pavement and curb on Gailynn Drive is in failed condition as well. Recent sanitary sewer installation and water main replacement work resulted in pavement that had been in moderately fair condition now being in failed condition. The pavement surface of Gailynn Drive was 14 years old when the sewer project started. The original concrete pavement is 50 years old having been installed in 1957. Though sections of curb were replaced on Gailynn Drive as part of the restoration of this street, they were installed to meet existing conditions such as driveway aprons and will not match the new grade of the reconstructed street. They will not be able to be salvaged as part of the reconstruction of this street.

The pavement and curb on Fearman Avenue is in poor condition. Recent sanitary sewer and water main replacement work resulted in pavement that had been in good condition now being in poor to critical condition. The asphalt pavement surface of Fearman Avenue was 6 years old when the sewer project started. The original concrete pavement is 50 years old having been installed in 1957. The cutting and excavation of the concrete pavement for sewer and water main trenches and months of heavy equipment being operated on this street has destabilized what is left of the original concrete pavement to the point it cannot be salvaged.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Safety will be positively impacted in three ways with completion of this project.

The condition of the pavement on the streets contained in this application is such that traveling the posted 25 mph speed limit is unsafe. This is especially true on Ridgewood Drive and Hader and Andreas Avenues, but is also true on portions of Gailynn Drive and Fearman Avenue. Base failures and other pavement deficiencies have created areas where foot deep or greater settled areas are present. These areas extend in some cases for long stretches on these streets. Heaved and deteriorated pavement sections make portions of Ridgewood Drive and Hader Avenue nearly impassible.

Pools of standing water are found on all five of these streets following rain events. These can cause incidents of hydroplaning in warm weather months and are susceptible to freezing in the winter, which would create another hazard to motorists. In one location on Ridgewood Drive, both lanes have significant areas of pooled water present on them during and following rain events. On Andreas Drive near its intersection with Ridgewood Drive, a large area of standing water is present during and following rain events. This has the potential to cause a vehicle to slide through the Stop sign at this intersection presenting a true accident hazard. In many areas on these streets storm water cannot, or has difficulty, making its way into storm water catch basins resulting in hazardous amounts of water being present on the pavement during rain events.

Green Township Department of Public Services personnel are concerned that snow removal efforts on the streets contained in this application will be ineffective. Snow plows will not be able to run flush along the pavement surface. In some areas during and following major snow events, this will result in significant amounts of snow remaining in travel lanes presenting hazardous conditions for motorists.

Completion of the Forestview Subdivision Improvements Project will address all of these safety concerns.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or

adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

No real effect.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

- Priority 1 **Forestview Subdivision Improvements Project**
- Priority 2 **Childs Avenue Improvements Project**
- Priority 3 _____
- Priority 4 _____
- Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

N/A

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

Sales in the new subdivision under construction to the west and north of the project area have stagnated since early spring as a result of sewer construction and the resulting condition of these streets, especially Hader and Ridgewood. Reconstruction of these streets will work to stimulate sales, according to the developer. See attached letter from the developer.

7) Matching Funds - **LOCAL**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - **OTHER**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching

funds, the MRF application must have been filed by Friday, September 1, 2006 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

None

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

Additional storm drain is to be added at the end of Hader where none is now present. Prior to the construction of the new section of Hader, storm drain was not necessary in this area. Now, however, water pools at the low area here until it drains off the road's edge. Storm sewer pipe on Ridgewood is undersized and will be upgraded.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes X No _____ N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 8 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 1100 X 1.20 = 1320 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax	<u> X </u>	
Infrastructure Levy	<u> X </u>	Specify type <u> Green Township Street Levv </u>
Facility Users Fee	<u> </u>	Specify type <u> </u>
Dedicated Tax	<u> </u>	Specify type <u> </u>
Other Fee, Levy or Tax	<u> </u>	Specify type <u> </u>

**SCIP/LTIP PROGRAM
ROUND 21 - PROGRAM YEAR 2007
PROJECT SELECTION CRITERIA
JULY 1, 2007 TO JUNE 30, 2008**

NAME OF APPLICANT: GREEN TOWNSHIP

NAME OF PROJECT: FORESTVIEW SUBDIVISION IMPROVEMENTS

RATING TEAM: 2

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed *FEARMAN, GAILYNN 20*
(23) Critical *NIJDA, RIDGEMOOD, ANDREAS 25*
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- ~~5~~ - Poorly documented importance
- 0 - No measurable impact
- COMMENTS

- FIRE CHIEF ADDRESSED ON SLOW EMS RESPONSE

Appeal Score

0

Criterion 2 – Safety

The applying agency shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- ~~5~~ - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

☒ 10 - Less than 10%

9 - 10% to 19.99%

8 - 20% to 29.99%

7 - 30% to 39.99%

6 - 40% to 49.99%

5 - 50% to 59.99%

4 - 60% to 69.99%

3 - 70% to 79.99%

2 - 80% to 89.99%

1 - 90% to 95%

0 - Above 95%

Appeal Score

Criterion 5 - User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure new employment

LETTER FROM DEVELOPER IS WEAK, Appeal Score

5 - The project will permit more development

HE STATES THIS IS

☒ 0 - The project will not impact development

HOLDING UP COST SALES.

Criterion 6 - Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

☒ 10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

List total percentage of "Local" funds _____%

Criterion 7 - Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds - Other")

8) Matching Funds – OTHER List total percentage of “Other” funds _____ %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5) Will be under contract by December 31, 2007 and no delinquent projects in Rounds 18 & 19
3 - Will be under contract by March 31, 2008 and/or one delinquent project in Rounds 18 & 19
0 - Will not be under contract by March 31, 2008 and/or more than one delinquent project in Rounds 18 & 19

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

ACCESS TO NEW SUBDIVISION

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

④ Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

① - Less than 20% reduction in legal load

Appeal Score

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

② - 3,999 and under

Appeal Score

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

⑤ - Two or more of the above

3 - One of the above

0 - None of the above

Appeal Score

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.